

THE SHIPBUILDERS OF BATH, ME.

As every reader of LOG CHIPS is aware by now, the Kennebec River waterfront of Bath, Maine, was the leading wooden shipbuilding center of the United States from some time in the middle of the 19th Century until World War I. It also, unlike most North American wooden shipyard ports, turned to iron and steel construction, which is still actively carried on by the Bath Iron Works.

Commencing in this number of LOG CHIPS, we plan to run a series of studies of the Bath shipyards, after the fashion of the Humboldt Bay, Coos Bay, Thomaston, and Port Jefferson series that have previously appeared in these pages. The major sources of information will be the Bath carpenters' certificates for the period 1870-1905, now in the National Archives; Fen. C. Barker's "Complete Schedule of Vessels," covering the District of Bath for the years 1781 to 1879; and a series of articles that were published in the Bath "Anvil" in 1907 and 1908, for copies of which we are indebted to Lt. Comdr. W. J. L. Parker, U.S.C.G.

I. KELLEY, SPEAR & Co.

Toward the end of the sail period, the building of schooner barges was an important phase of wooden shipbuilding, and the leading Bath yard in this work was that of Kelley, Spear & Co. The senior partner, Captain John Rooke Kelley, was born in Phippsburg, a few miles below Bath on the Kennebec, on 14 June 1828, son of Captain Francis Kelley.

Among the vessels commanded by Capt. Francis Kelley were the schooner MADAWASKA, barks ISABELLA and TONQUIN, and ships GENOA and SAMARITAN. In the SAMARITAN, owned by Clark & Sewall, he is said to have run from Savannah to Liverpool in 14 days, carrying nothing above topsails all the way. Capt. Francis took his son John to sea with him as a boy in the ISABELLA in 1844, and in 1849 turned over the GENOA to him to take home from New Orleans.

Captain John later commanded the ships JOHN DAVENPORT and JENNIE EASTMAN, and in 1855 took the screw steamer MONTANA, built by the Pattens, which went out to the West Coast for the San Francisco-Portland run. In 1867 he took out the side-wheeler NEVADA, which operated between Panama and San

Francisco in competition with the Pacific Mail steamers. In 1869 he returned to Bath to take command of the new Patten full-rigger NIMBUS. Together with Charles Davenport, who had begun as a clerk in the Patten office, he owned substantial interests in the last Patten vessels, and finally retired from the sea to manage his vessel interests. He took command of the ASTORIA in 1875, the FLORENCE, named for his daughter, for one voyage in 1877, and the TACOMA for her first voyage in 1881. In 1882 he had the CHARLES E. MOODY built by Goss & Sawyer, following her the next year with the BENJ. F. PACKARD and E. F. SAWYER.

The firms of Goss & Sawyer and Goss, Sawyer & Packard were reorganized as the New England Shipbuilding Co. in 1884. Elijah F. Sawyer remained with the new firm as its master shipbuilder until November 1886, when, owing to some unrecorded disagreement, he left, together with the boss blacksmith, D. Howard Spear, and with Captain John R. Kelley they formed the firm, Kelley, Spear & Co. Their first site was leased from William Rogers (the old Trufant & Drummond yard), but in 1839 they acquired the old Frank O. Moses yard just to the south of it. Later they bought the Larrabee & Allen site from Charles E. Moody, and finally about 1904 bought the Rogers yard, giving them one of the largest shipyard locations in the city of Bath.

Here is their list:

	1887	owners
Bark	SILICON	448 McKay & Dix, NY
2m. Sch	JANE GRAY	112 Wm. Kelley, S.F.
3m. Sch	RICHARD F.C.	
	HARTLEY	469 R.F.C. Hartley
4m. Sch	CLARA GOODWIN	945 Jn. R. Kelley
	1888	
2m. Sch	JAMES A. GRAY	130 Geo. A. Emery

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1888, continued

Scow (unnamed)
 Stm.Bk WILLIAM LEWIS 462 Wm.Lewis, N.Bd.
 3m.Sch MYRA W. SPEAR 156 Jn.R.Kelley
 3m.Sch FRANK S. WARREN 568 Jn.R.Kelley

1889

4m.Sch MASSASOIT 1377 Wm.H.Phillips
 3m.Sch JOEL COOK 401 P.Fitzpatrick
 4m.Sch O.H.BROWN 1051 T.S.P.Brown
 3m.Sch LONGFELLOW 267 Jn.R.Kelley
 2m.Sch BREAK OF DAY 123 Chas.E.Moody

1890

4m.Sch CHARLES
 DAVENPORT 1297 Jn.R.Kelley
 3m.Sch ALBERTINE ADOUE 716 N.K.Rich
 3m.Sch BERTHA LOUISE 231 A.H.Skinner
 3m.Sch CLARA A. PHINNEY 480 Jn.C.Shaw
 4m.Sch GREENWOOD 1649 Jos.H.Church
 3m.Sch HILIA B. KIMBALL 215 Jn.P.Kelley
 2m.Sch HERALD OF THE
 MORNING 198 Chas.E.Moody

1891

4m.Sch FANNY C. BOWEN 1007 Jos.A.Bowen
 3m.Sch D. HOWARD SPEAR 547 Jn.R.Kelley
 4m.Sch BENJAMIN A.
 VAN BRUNT 1191 Edwin L.Pearce
 3m.Sch ALICE J. CRABTREE

378 Oscar L. Crabtree

3m.Sch DAISY FARLIN 466 F.C.Curtis
 3m.Sch COLLINS W. WALTON
 450 Theodore Burton
 3m.Sch J. PERCY BARTRAM 371 J.B.Jacobson

1892

4m.Bktn JAMES W. ELWELL 1192 Jn.R.Kelley
 Stm.Bk NAVARCH 494 Wm.Lewis, N.Bd.
 Scows (Two; unnamed)
 3m.Sch FREDIE HENCKEN 500 K.Hencken
 St.Whl. J.S.DANFORTH 241 J.S.Danforth
 3m.Sch ROBERT P.

CHANDLER 281 Robt.P.Chandler

1893

Raft boat (unnamed)
 Scows (two; unnamed)
 St.Tug ELEANOR L. WRIGHT 96 (Portland, Me.)
 Barge SAN FERNANDO 334 E.Tomeu
 Barge TINIMA 336 E.Tomeu
 3m.Sch MARGARET B. ROPER

414 Jn.L.Roper

1894

3m.Sch REBECCA R. DOUGLAS
 475 E.D.Douglass

1895

Dredge (unnamed)
 Scow (unnamed)
 Sch.Brg. ROSEMONT 708 Staples Coal Co.
 Sch.Brg. DEVON 724 Staples Coal Co.
 Sch.Brg. WAYNE 820 Staples Coal Co.
 Sch.Brg. ARDMORE 821 Staples Coal Co.

1896

3m.Sch EDWARD SMITH 440 E.C.Smith, N.Y.
 Sch.Brg. RONDOUT 831 Del.& Hudson Co.

1896, continued

Sch.Brg. WILHAKEN 448 Del.& Hudson Co.
 Slp.Brg. DIGHTON 282 Staples Coal Co.
 Slp.Brg. SOMERSET 238 Staples Coal Co.
 Sch.Brg. CUDAN BETHE 1593 Wm.H.Besse
 Sch.Brg. CLARA 828 Comm'l.T.B.Co.
 Sch.Brg. DORA 825 Comm'l.T.B.Co.

1897

Sch.Brg. PILGRIM 1215 Garfield &
 4m.Sch CHARLES G. Proctor, Bost.
 ENDCOTT 856 Geo.Bailey

1898

Stm.Ferry GENERAL KNOX 427 Me.Cent.RR Co.
 Barge A 944 B., S., W.Co.
 Barge BLACK, SHERIDAN, WILSON
 Co.No.B 936 B., S., W.Co.
 Slp.Brg. WARREN 283 Staples Coal Co.
 Sch.Brg. FALL RIVER 850 Staples Coal Co.
 Sch.Brg. WINTHROP 841 Staples Coal Co.
 Sch.Brg. FOSTER 841 Staples Coal Co.
 Sch.Brg. GIBSON 839 Staples Coal Co.
 Sch.Brg. GRANT 835 Staples Coal Co.
 Sch.Brg. DUNLO 840 Staples Coal Co.
 4m.Sch MASSACHUSETTS 501 E.C.Smith, N.Y.
 Sch.Brg. NUMBER 10 897 Consolidation
 Sch.Brg. PARKS 474 Staples Coal Co.
 Sch.Brg. BOYD 473 Staples Coal Co.

1899

Sch.Brg. WILMORE 844 Staples Coal Co.
 Sch.Brg. THAXTER 843 Staples Coal Co.
 Sch.Brg. PARSY 1513 Staples Coal Co.
 Sch.Brg. SUNBURY 1544 Staples Coal Co.
 Sch.Brg. MALVERN 844 Staples Coal Co.
 Sch.Brg. OXFORD 836 Staples Coal Co.
 Sch.Brg. PEMBERTON 839 Staples Coal Co.
 Sch.Brg. UPTON 843 Staples Coal Co.
 Sch.Brg. NUMBER 11 952 Consolidation
 Sch.Brg. BLACK, SHERIDAN, WILSON
 Co.No.C 1035 B., S., W.Co.

Sch.Brg. NUMBER 13 926 Consolidation
 Sch.Brg. NUMBER 19 922 Consolidation
 Sch.Brg. NUMBER 20 940 Consolidation
 Sch.Brg. TIPTON 830 Staples Coal Co.
 Sch.Brg. SOLUS 839 Staples Coal Co.
 Sch.Brg. EDITH 839 Comm'l.T.B.Co.
 Sch.Brg. OHIO 1629 Coastwise SS Co.

1900

St.Tug COHANNET 69 Staples Coal Co.
 4m.Sch CALUMET 1241 D.S.Emery
 Sch.Brg. ELK GARDEN 847 Davis Cl.& Coke
 Sch.Brg. HAMPSHIRE 870 Davis Cl.& Coke
 Sch.Brg. NORTON 489 Staples Cl.Co.
 Sch.Brg. SHARON 482 Staples Cl.Co.
 Sch.Brg. FLORA 865 Comm'l.T.B.Co.
 Sch.Brg. GRACE 877 Comm'l.T.B.Co.
 3m.Sch HELENA 619 A.H.Bull, N.Y.
 4m.Sch MEDFORD 1351 D.S.Emery
 Sch.Brg. HAVANA 1617 Staples Cl.Co.

1901

Sch.Brg. MATANZAS 1579 Staples Cl.Co.
 Sch.Brg. CARDENAS 1576 Staples Cl.Co.

1901, continued

Sch.Brg.SAGUA 1585 Staples Cl.Co.
4m.Sch CHARLES S.HIRSCH 620 C.S.Hirsch

The CHARLES S.HIRSCH was the last vessel completed by the partnership of Kelley, Spear & Co., as the firm was incorporated in 1900 as the Kelley-Spear Co. Capt.Kelley was president until his death on 12 May 1901; Spear was treasurer; and Sawyer superintendent. E.F.Sawyer was president from 1901 until his death in September 1906, when D.H.Spear became president and Harry B.Sawyer, son of Elijah, treasurer. The shares in 1907 were all held by the Spear and Sawyer families.

Barge building, which the Kelley-Spear firm had begun in 1893 with the TINIMA and SAN FERNANDO for Cuban owners, and which had been continued for such firms as the Staples Coal Co.of Taunton, Mass., Consolidation Coal Co.of Baltimore, Commercial Tow Boat Co.of Boston, and Davis Coal & Coke Co. of Baltimore, still was the main interest of the yard. Here is the list continued:

1901, continued
Sch.Brg.WHITMAN 477 Staples Cl.Co.
Sch.Brg.ROCKLAND 481 Staples Cl.Co.
Slp.Brg.WHIR 311 Staples Cl.Co.
Slp.Brg.NEWPORT 312 Staples Cl.Co.
4m.Sch FREDERICK W.DAY 613 F.J.Hinckley

1902
Sch.Brg.CIENFUGOS 1915 Staples Cl.Co.
Sch.Brg.SANTIAGO 1918 Staples Cl.Co.
4m.Sch LIZZIE M.PARSONS

655 F.S.Pendleton
Stm.Tug JOHN G.CHANDLER 110 Comml.T.B.Co.
Stmr. NORUMBEGA 304 Me.Central Ry.
4m.Sch SAMUEL P.BOWERS 626 C.S.Hirsch
Sch.Brg.CHARLES K.NICHOLS

820 Hudson Trans.Co.
1903
4m.Sch COHASSET 965 D.S.Emery
Sch.Brg.GWENNIE 1097 B.&B.Bgr.Co.
Sch.Brg.LIBERTY 1587 C.E.McWilliams
4m.Sch GEORGE W.TRUITT 690 G.W.Elsey Jr.
St.Scow RELIANCE 251 Noble Maxwell
3m.Sch FRANK HUCKINS 545 C.S.Hirsch
Sch.Brg.J.CARLTON

HUDSON 880 E.G.Paulane
Sch.Brg.ANNIE 1098 B.&B.Brg.Co.

1904
Sch.Brg.BEATIE 1117 B.&B.Brg.Co.
Stm.Tug QUEQUECHAN 76 Staples Cl.Co.
4m.Sch SALISBURY 597 G.R.Heffner
4m.Sch FRONTENAC 1704 D.S.Emery
4m.Sch ANTHONY D.

NICHOLS 630 Nichols Bros.
4m.Sch LOUIS BOSSERT 605 L.Bossert & Sn.
4m.Sch GEORGE W.

TRUITT JR. 779 J.R.Eskridge

(continued on p.65)

1904, continued

Sch.Brg.HORACE A.ALYN 859 Penn Gas Cl.Co.
Sch.Brg.CHARLES F. PRICHARD 861 Penn Gas Cl.Co.
4m.Sch JOHN BOSSERT 601 L.Bossert & Sn.
Sch.Brg.BERKLEY 650 Staples Cl.Co.
Sch.Brg.BRISTOL 653 Staples Cl.Co.
Sch.Brg.GEORGE R.

STETSON 675 Penn Gas Cl.Co.
1905

4m.Sch ORLEANS 751 R.R.Freeman
4m.Sch FRANCES HYDE (Aux) Benvenue Gra-
739 nite Co., N.Y.

1906

Car float (unnamed) Erie R.R.Co.
Scow (unnamed)
Scow HERCULES 233 (Portland, Me.)
Car float NO.9 (New York)
Ferry scow NO.1
Scows NO.1 to NO.5 389 to 408 (N.Y.)

1907

Scows NO.6 to NO.10 398 to 404 (N.Y.)
Sch.Brg.S.T.CO.NO.2 526 Sagadahoc Twg.Co.
Dredge (unnamed)
Sch.Brg.SMYRNA 741 N.Y., Ont. & W.Ry.
Sch.Brg.CADOSIA 756 N.Y., Ont. & W.Ry.
Sch.Brg.SIDNEY 745 N.Y., Ont. & W.Ry.
Barge S.T.Co.NO.4 526 Sagadahoc Twg.Co.
Scow MADELAINE 408 (Bath, Me.)

1908

Sch.Brg.HENRY ENDICOTT 866 (Boston)

1909

St.Tug. CHARLES W.PARKER JR.
277 Comml.T.B.Co.

1911

Stmr. MERIDA 628 Atl. & Car.S.N.Co.
Sch.Brg.HELEN 1285 Comml.T.B.Co.
Sch.Brg.FALL RIVER 1759 Staples Tr.Co.

1912

Sch.Brg.CHATHAM 1812 Staples Tr.Co.
Sch.Brg.MOUNT HOPE 1801 Staples Tr.Co.
4m.Sch WILLIAM C.MAY 710 J.C.Davis
Stmr. EVEREKA 471 Rowe Bros.Co.
Sch.Brg.RAIN 932 Lehigh C&N Co.
Sch.Brg.MAINE 1110 P.Dougherty Co.
Sch.Brg.JOHN H.WINSTEAD 841 Eastn.Tr.Co.

1913

Sch.Brg.IRWIN 1305 Penn Gas Cl.Co.
Sch.Brg.PENN 1849 Penn Gas Cl.Co.
Sch.Brg.IRENE 1206 Comml.T.B.Co.

1915

Sch.Brg.WOLLASTON 1378 Staples Tr.Co.
Sch.Brg.ATLANTIC 1900 Staples Tr.Co.
Sch.Brg.LARIMER 1584 Penn.Gas Cl.Co.

1916

Sch.Brg.WESTMORELAND 1593 Penn.Gas Cl.Co.
Sch.Brg.NORTHERN NO.6 1602 Northrn.Tr.Co.

1917

Sch.Brg.NORTHERN NO.7 1631 Northrn.Tr.Co.
Sch.Brg.MANOR 1603 Penn Gas Cl.Co.
Sch.Brg.SAMUEL W.FANCHER

1972 J.B.King Co.

BOOK REVIEWS

WOODS HOLE OCEANOGRAPHIC INSTITUTION, "Marine fouling and its prevention," x, 386 pp.; ill. Annapolis, Md., U.S. Naval Institute, 1952. Price \$10.

Prepared for the Bureau of Ships of the U.S. Navy, this volume has two chapters of historical interest. Chapter 11 is the history of the prevention of fouling; 12 describes the invention of protective devices. ***

CARLTON, D., "Navigation today: a special exhibition held at the Science Museum, London, from April - September 1953," 7, 21 pp., 7 pl. London, H.M. Stationery Office, 1953. Price 1s 6d.

This is a catalog of an exhibition of aircraft and surface navigation instruments, illustrative of the present state of the art. ***

LIND, James, "Lind's treatise on scurvy. A bicentenary volume containing a reprint of the first edition of 'A treatise of the scurvy by James Lind, M.D.' with additional notes," edited by Dr. C.P. Stewart and Dr. Douglas Guthrie, xi, 440 pp.; 4 pl. Edinburgh, University Press, 1953. Price 45/-.

A chapter on scurvy in the 19th Century and after has been added. Scurvy is closely associated with seafaring during that period, and the measure adopted to prevent it in British ships resulted in the application of the nickname "lime-juicer" first to British vessels and later, during World War I (by Americans) to Britishers in general.

It is interesting to note that the law requiring British ships to issue lime or lemon juice, sugar, and vinegar after 10 days on salt provisions was enacted in 1844 as 7 & 8 Vict., c. 112, #13. An identical U.S. law was enacted on 7 June 1872, but by this time 28 years of usage had firmly established the nickname although the earliest use of it in print so far discovered is in 1876. ***

BRUMMKUSEL, Hannes, "1000 Worte Marine-deutsch; ein derbes, aber lustiges Wörterbuch," 90 pp. C. Lohse, Wilhelmshaven, 1950. Price DM 3.80.

The second edition of a work first published in 1933, this is an interesting collection of technical terms, naval slang, and nautical expressions. It will prove useful to anyone who has to put contemporary German maritime literature into

idiomatic English, particularly where dialog or direct quotations are involved.

In addition to the glossary of 1000 words, there is additional text illustrating the language of the sea, including a description of the 24 hours on board a warship in harbor.

INGLETON, Geoffrey Chapman, "True patriots all, or news from early Australia, - as told in a collection of broadsides," viii, 280 pp.; ill. Sydney, Angus & Robertson, 1952. Distributed in USA by Anglobooks, New York City. Price \$3.50.

In a handsome 8½ x 11" volume with colored frontispiece are reproduced 166 broadsides and other contemporary accounts made up in the style of broadsides covering events connected with Australia during the period 1786 to 1857. A few are presented in facsimile, but most have been reset more or less verbatim from the original sources.

Naturally many of the items, particularly in the earlier part of the work, deal with maritime affairs. Thus there are journal extracts telling of voyages to Botany Bay as early as 1788; shipwrecks and rescues; convict ship voyages and escapes; acts of piracy; and auction notices for prizes.

HÖVER, Otto, "Von der Kogge zum Clipper; zur Entwicklung des Segelschiffes," 55 pp., 28 pen drawings by Günther Westphal; index. Hamburg, K.F. Wede, 1948. Price DM 3.30.

This little volume is by the author of "Von der Galiot zum Fünfmaster," a man who knows his subject thoroughly. It sketches the evolution of the sailing ship in North Europe from the 12th Century to the present time. The illustrations start with the Oseberg ship of 800 AD and end with the SOVERTON OF THE SEAS of 1852.

GERMAN PERIODICAL RESUMED

The German Hydrographic Institute has resumed publication as a quarterly of Der Seewart, a nautical journal of the German merchant marine, which was first established in 1932 and was suspended in January 1945. It emphasizes the relationship between the natural forces of the sea -- winds, currents, and magnetism -- and the problems of the mariner. The second number has a discussion of the tribulations of PANIR in the English Channel and Bay of Biscay in January 1952.

VILLIERS, Alan, "The CUTTY SARK; last of a glorious era," with an introduction by H.R.H. The Duke of Edinburgh. 96 pp; 32 ill. London, Hodder & Stoughton, 1953. 8s 6d.

There is nobody better qualified today to write a history of the CUTTY SARK than Alan Villiers, and he has produced this little volume on behalf of the CUTTY SARK Preservation Society, of which the Duke of Edinburgh is patron.

Though there are those who will still argue that the THERMOPILOE or ARIEL were faster vessels, it is beyond dispute that the CUTTY SARK was one of the fastest sailing vessels of her tonnage ever produced. Her survival from 1869 to the present is one of the fortunate coincidences of history, when practically every other sailing vessel of the 19th Century has been disposed of. Her continued survival is in the hands of the readers of LOG CHIPS, along with anyone else who contributes to her preservation. One way of so doing is through the purchase of this book, as all royalties will be added to the fund.

SAILING SHIP NEWS

ALEXANDRINA, Chil.hulk. (built 1886 as 4m. bk. ANDALUINA). Hulked Puntarenas 1922. In War II towed with coal from Mina Elena to B.Aires by stmr.s of Cie. Chilena de Nav. Interoceanica. 1952 towed by Chil. Navy tugs to San Antonio for scrapping; sank there 6 Aug. 1952.

ANDALUCIA, Chil.hulk. (Built 1899 as Fr. 4m. bk. VILLE DE MULHOUSE.) Hulked 1928 at Puntarenas. War II service as above. Now Chilean Naval hulk at Puntarenas.

ATLANTIC, aux. 3m. sch. yacht. Built 1903; holder of transatlantic sailing record in 1905; August 1953 being scrapped at Bordentown, N.J.

ATLANTIC, aux. 3m. sch. yacht. Built 1923 and now owned by Texas A. & M. Res. Found. Has been commissioned honorary flagship of the Texas Navy.

CARL VINNEN, aux. 5m. sch. Recently sold by court order for DM 136,000; Schliewen paid DM 265,000 for her last year.

DANMARK, Dan. aux. tr. ship. Arr. Copenhagen from Bermuda about 8 May.

DAR POMORZA, Pol. aux. tr. ship. Left Gibraltar 3 July for Gdynia; passed Dover 22 July.

ELIA, Chil.hulk. (Built 1891 as ship OTH-MARSCHEW). 1922 as LUCY conv. to floating machine shop for Cia. Sudamericana de Vapores; m. VICTOR ARANDA. 1942 bought by

J. Oelckers to run as coal barge with tug LEON. 1952 pair bought by Soc. Naviera del Sur; m. ELIA and ABUMANDO. Broken up early 1953 at Valparaiso.

FANTOME, Br. aux. 4m. sch. yacht. Left Seattle 13 June for Montreal; may not be junked.

HAMPTON ROADS, Pan. aux. 2m. sch. (built 1929 as GADFLY II; recently Virginia pilot bt.) After 3 attempts, left Norfolk 8 Aug. 1953 for Bahamas; abandoned sinking off N. Carolina 9 Aug.; crew of 2 resc. by tkr. GULF SERVICE.

MERCATOR, Belg. aux. tr. bktn. 8 May. arr Tenerife from Antwerp; 5 June left Fort de France; 16 June arr N.Y.; left 25th; 5 July arr Quebec; left 10th. Had sailed from Antwerp 23 April and passed Dover 25th.

RESEARCH, H.M. aux. bgn. Is being broken up without ever having been commissioned.

SUSAN VITTEBY, Irish aux. sch. (built 1859 at Dartmouth as BROOKLANDS.) 6 April lost near Tuskar Light, bound Dungaven to Dublin.

VICTORY, H.M.S. Has been troubled with death-watch beetles in her frame. It is proposed to treat them with X-ray, which, though it might not kill the beetles would sterilize them and prevent the next generation.

(With thanks to Harold Huycke, Gordon Jones, and Alec Brown for items.)

KELLEY-SPEAR LIST (continued from p.63)

1918

Sch. Brg. OSCEOLA	1621 Westmoreland Cl.
Stmr. COLUMBINE	2551 U.S. Shipp. Bd.

1919

Sch. Brg. PALMOUTH	2236 Staples Tr. Co.
Sch. Brg. WINNEGANCE	1327 U.S. Shipp. Bd.
Sch. Brg. NEW MEADOWS	1327 Neptune Line

1921

Sch. Brg. BARNSTABLE	1626 Staples Tr. Co.
Sch. Brg. BOURNE	1626 Staples Tr. Co.

1923

Sch. Brg. WINSOR	1034 Westmoreland
Sch. Brg. HUTCHISON	1034 (both) Coal Co.

The WINSOR and HUTCHISON must have been the last wooden vessels of any size built on the Kennebec, closing a story that began with the pinnace VIRGINIA in 1607.

MORE ON FIVE-MASTER BRIGHT

Captain Frank A. Wilson of 245 York St., Portland, Me., whose photographs we mentioned in April LOG CHIPS, has sent us a very fine print of the schooner BRIGHT, which shows her with five topmasts, the varig she carried on the East Coast until she was cut down to a barge.

THE PENDLETONS OF ISLESBORO

III. (Continued from pp. 51-58.)

Lester A. Lewis' account book gives a picture now almost unattainable of the individual who was in many respects the backbone of the Maine shipbuilding industry in the last days of sail -- the investor, not himself directly connected with the sea, who put up his capital solely for the expectation of returns rather than for the sake of selling something to the vessel or transacting some of her business. His ledger shows that his schooner interests were only part of his financial picture, as he owned a dairy farm in New York State and from time to time built row houses or apartments as speculations in Brooklyn.

After 1891, Lewis did not participate in the financing of Pendleton vessels. Perhaps the grandchildren of Mark Pendleton Jr. were numerous and affluent enough by this time to float their own schooners, without assistance from their fathers and uncles. At any rate, a new cycle of building began in 1899 with the four-master PENDLETON BROS., in which F.S. Pendleton owned 9/64 was was registered as managing owner.

The three-master PENDLETON SISTERS followed in 1900, also from the Carter shipyard, which was taken over by F.C. Pendleton, while the BRINA P. PENDLETON in 1902 and a second PENDLETON BROTHERS in 1903 were also four-masters. Besides these new vessels the Pendletons began to build up a vast fleet of second-hand coasters. Back in the '70's Mark Pendleton had run the two-master SALON, and in the early '90's the three-masters PENOBSCOT of 1882 and WILLIAM FREDERICK of 1874 came under Pendleton management. Now they began to add extensively to their fleet. A Department of Commerce & Labor report in 1909 credits them with owning outright about 20 sailing vessels and having an interest--1/16 or more--in 80 others.

Some of these they renamed; thus, the JAMES BOYCE JR. was renamed ISLESBORO in 1902; the CACTUS in 1905 MARK PENDLETON; the GILBERT BROTHERS a few years later R.P. PENDLETON; and the STANLEY H. MINOR about the same time ALICE L. PENDLETON. The MYRA B. WEAVER became engaged in a lawsuit in 1901 after being ashore on Martha's Vineyard, and F.C. Pendleton, after winning the suit, determined to rename her PENDLETON'S SATISFACTION. The Bureau refused to allow the apostrophe, and insisted that she be documented PENDLETON SATISFACTION, but the name was painted on her as Fields Pendleton preferred it, in spite

of the different spelling on her official papers. In 1906 a second PENDLETON SISTERS was built at Belfast, the last new construction that the Pendleton interests undertook until World War I.

A tabulation of vessels owned as managers by the Pendletons made for us by R.B. Applebee includes 34 schooners, barks and barkentines up to the year 1909, in addition to those already named, with 18 or 20 more added in the next half-dozen years. In this period the firm of Pendleton Brothers, with offices in South Street, New York City, operated an extensive shipbrokering business, chartering many other vessels in addition to those owned by the family. This firm was composed of two of Fields C. Pendleton's sons, Fields S. and Edwin S. The elder Fields had by this time retired to Islesboro, but still kept an active interest in the business. One who was connected with the firm in those years tells us that difficult decisions were always referred to Islesboro, but it was soon learned that the Islesboro Pendletons never answered any letters.

The picture that has come down to us of the firm is of a group of hard-headed business men, "money-makers and no spenders," embroiled in frequent lawsuits, but treating their captains well, "especially when it paid them to do so," as one source adds.

In the same period, there is also listed the Pendleton Shipbuilding & Navigation Co. with offices at 77 South Street, New York City, Winfield S. Pendleton, secretary. Possibly at this time the Belfast yard was being operated to repair the Pendleton fleet, but we have no information on this point. The only vessel built by the Pendletons at Belfast after 1906 was the four-master BLANCHE C. PENDLETON in 1920.

Another shipbuilding venture was entered into at Noank in 1917 with the construction of the five-masted auxiliary VIRGINIA PENDLETON; she was sold when new and was renamed ASTA. Nearby at Mystic (or perhaps in the same yard), Pendleton Brothers built the four-master KINGSWAY in 1918 and the four-master VIRGINIA PENDLETON in 1919. The latter is listed as a composite vessel, though it is likely that she had wooden frames.

Simultaneously at Bath Pendleton Bros. are credited with building the four-masters BRINA P. PENDLETON in 1918 and ANNA G. LORD in 1919, both for their own account. The new schooner HAUPPAUGE, torpedoed in May 1918, was repaired and renamed ALICE L. PENDLETON.

(To be continued)

THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, continued from p.57

1882

AARON REPPARD	459 Pettys I., N.J.	Doug ity & Kapella	Wrecked 16 Aug.1899.
ABBIE C. STUBBS	345 New Haven, Conn.	H. H. Hanscom	Junked Jonesport, '33.
ABBOTT W. LEWIS	596 E. Boston, Mass.	J. M. Brooks	Lost early in 1890.
ADELE THACKARA	552 Milton, Del.	C. C. Davidson	Lost 1904.
ALICE ARCHER	471 Bath, Me.	A. Sewall & Co.	Foundered Jan.1902.
ALICE MONTGOMERY	732 Bath, Me.	Deering & Donnell	Lost 1888.
ANGIE L. GREEN	434 Coopers Pt., N.J.	Morris & Mathis	Lost 1898.
ANNIE WALLACE	40 Elizabeth City, N.C.		Lost 1898.
ANNIE B. HOFFES	451 Waldoboro, Me.	H. Kennedy & Co.	Lost 1887/88.
ANNIE E. RICKERSON	250 Franklin, Me.	McNeil	Lost early in 1902.
ANNIE F. CONLON	591 Portsmouth, N.H.	W. F. Fernald	Submerged 3 Oct.1917.
ANNIE J. PARDEE	681 Bath, Me.	Goss, Sawyer & Pkrd.	Lost 1894/95.
ANNIE T. BAILEY	448 Bath, Me.	Goss & Sawyer	Lost 1901 or 1902.
BAYLIES WOOD	593 E. Boston, Mass.	R. Crosbie & Son	Lost 1887.
BENJAMIN FABENS	723 E. Boston, Mass.	J. M. Brooks	Jan.1893 rn. HELEN M.
BENJAMIN HALE	597 Newburyport, Mass.	ATWOOD, 18 Feb.1907 wrecked on Arenas Bank, Puerto Rico.	Atkinson & Fillmore Oct.1893 rn.
BERTHA DEAN	750 Bath, Me.	MILLIE J.H. Lost 1897.	Packard & Haggett Lost 1902.
BESSIE WHITING	559 Port Jefferson, N.Y.	J.R.Mather	Wrecked 11 Jan.1918.
BEULAH LAND	165 Bridgeton, N.J.	Mark Huling	Dismantled 1930.
CARRIE STRONG	473 Thomaston, Me.	Dunn & Elliot	Foundered July 1916.
CARRIE A. BUCKNAM	287 Verona, Me.	William Beazley	Sold British 1921/2.
CARRIE A. NORTON	559 Bath, Me.	Adams & Hitchcock	Wrecked 6 Feb.1910.
CELINA	660 Bath, Me.	Adams & Hitchcock	Lost 1899.
CHARLES C. DAME	597 Newburyport, Mass.	Atkinson & Fillmore	Lost 1896.
CHARLES F. YOUNG	562 Tuckahoe, N.J.	Jos. C. Sheppard	Lost 1893.
CHARLES H. HASKELL	475 Bath, Me.	Deering & Donnell	Lost 1889.
CHARLES H. SPRACUE	318 Madison, Conn.	C. M. Miner	Foundered 13 July '13.
CHARLOTTE T. SIBLEY	376 Belfast, Me.	Carter Bros.	Foundered 22 Feb.1919.
COLONEL MILLIKEN	204 Bath, Me.	Hagan & Co.	Lost 1886/87.
CYRUS McKOWN	238 Boothbay, Me.	Wm. Adams & Son	Lost 1887.
D. W. McLEAN	296 Norwalk, Conn.	George S. Bell	Lost 1891.
DAYLIGHT	660 Belfast, Me.	G. W. Cottrell	Sold Danish 1916.
DORA MATHEWS	392 Camden, Me.	H. M. Bean	Wrecked 18 Sept.1902.
E. H. WEAVER	683 Bath, Me.	William Rogers	Lost 1903.
EDWARD B. MEISENRING	431 Camden, N.J.	Morris & Mathis	Lost 1888/89.
EDWARD W. PERRY	234 Dennisville, N.J.	J. H. Diverty	Wrecked 13 Nov.1902.
ELLA ELLIOT	447 Thomaston, Me.	Dunn & Elliot	Lost 21 Aug.1886.
ELLWOOD HARLOW	835 Alexandria, Va.	W. H. Crawford	Lost 1894/95.
EMMA	354 Portland, Me.	D. Brewer	Ashore Vineyard Haven
EMMA C. COTTON	333 Camden, N.J.	Shoe & Chard	Lost 1895/6.
EMMA S. BRIGGS	294 Wiscasset, Me.	J. M. Haynes	Foundered 3 Sept.1917.
EVA A. DANENHOWER	228 Camden, N.J.	Shoe & Chard	Last listed in 1918.
F. C. PENDLETON	408 Bangor, Me.	Crosby Bros.	Foundered about 1925.
FANNIE WHITMORE	581 Rockland, Me.	A. T. Ames	Lost 1896.
FANNIE E. WOLSTON	296 Bath, Me.	Goss & Sawyer	Lost 1891; derelict.
FANNIE H. STEWART	351 Yorktown, Va.	N. V. Lane	Foundered 8 May 1915.
FLORENCE IRLAND	343 Camden, Me.	Coombs & Day	Abnd.16 Oct.1910.
FLORENCE RANDALL	741 Bath, Me.	Goss & Sawyer	Lost 1899.
FLORENCE J. ALLEN	432 Bath, Me.	Goss, Sawyer & Co.	Lost 1894/5.
FRANK M. HOWES	178 Baltimore, Md.	Beacham & Bro.	Lost 1893.
FRANK O. DAME	688 Hadlyme, Conn.	H. T. Comstock	Lost 1896/7

1882, continued.

FRANK PRATT LEE	600 Camden, N.J.	Morris & Mathis	Lost 1895.
FRED W. CHASE	625 Wiscasset, Me.	J.M. Haynes	Lost 1889.
FREDDIE HENCKEN	326 Greenport, N.Y.	Smith & Terry	Lost 1892.
GAY THOMAS	337 Milford, Del.	Thomas Carlisle	Lost 1889.
GENEVIEVE	572 Coopers Point, N.J.	S. W. Tilton	Lost 1893/94.
GEORGE TAULANE JR.	465 Milton, Del.	D. H. Atkins	Wrecked 27 Jan. 1910.
GEORGE A. HOWES	151 Deals Point, N.J.	John Clark	Lost 1899.
GEORGE H. AMES	443 Waldoboro, Me.	A. Storer	1921 Greek GORTYNIA.
GERTRUDE ABBOTT	594 Dennisville, N.J.	R.S. Leaming	Lost 1900.
H. J. COTTRELL	354 Belfast, Me.	J. Y. Cottrell	Lost Oct. 1896; derelict
HAROLD B. COUSENS	379 E. Boston, Mass.	Crosbie & Son.	Lost 29 Nov. 1918.
HARRY PRESCOTT	433 Bath, Me.	William Rogers	Foundered 18 Jan. 1912.
HATTIE L. SHEETS	184 Milford, Del.	J.W. Abbott & Co.	Lost 1895.
HELEN L. MARTIN	423 Thomaston, Me.	S.S. Gerry & Co.	Wrecked 11 July 1906.
HOPE GOWER	368 Sedgewick, Me.	T.B. Billings	Lost 1884 or 1887.
HORACE P. SHARES	381 New Haven, Conn.	H. H. Hanscom	Abandoned 1 Feb. 1909.
IDA L. HULL	498 Newburyport, Mass.	George E. Currier	Lost 1899/1900.
ISALAH K. STETSON	313 Brewer, Me.	Josiah Hathorn	Foundered 14 Mar. 1920.
J. W. GASKILL	422 Leesturg, N.J.	John Russell	Lost 1895.
JACOB REED	481 New Haven, Conn.	H. H. Hanscom	Abandoned 2 Feb. 1898.
JAMES BOYCE JR.	729 Alexandria, Va.	Potomac Mfg. Co.	July 1902 rn ISLESBORO.
JAMES D. DEWELL	603 West Haven, Conn.	Gesner & Marr	Foundered 17 Sept. 1906.
JAMES WAPLES PONDER	246 Milton, Del.	C.C. Davidson	Lost 1893.
JENNIE LOCKWOOD	433 Thomaston, Me. on Pea Island, North Carolina.	S. S. Gerry	Wrecked 13 Feb. 1906.
JOB H. JACKSON	519 Wilmington, Del.	Jackson & Sharp Co.	March 1907 rn LAURA
JOHN F. MERROW	703 Camden, Me.	H.M. Bean	Lost 1889/90.
JOHN H. CROSS	404 Waldoboro, Me.	H. Kennedy	Lost 1896/97.
JOHN R. BERGEN	647 Wilmington, Del.	Jackson & Sharp Co.	Abandoned 1 Mar. 1906.
JOSEPH G. DEAN	161 Kennebunkport, Me.	David Clark	Sold foreign 1905.
JOSIE M. ANDERSON	499 Bath, Me.	B.W. & H.F. Morse	Lost 1886.
JOSIE R. BURT	760 Bath, Me.	Goss, Sawyer & P.	Foundered 30 Aug. 1911.
JUNE BRIGHT	346 Bath, Me.	William Rogers	Lost 1891, Del. Bay.
L. A. PLUMMER	394 Bath, Me.	Packard & Haggett	Portuguese, 1921.
LILLIE HOLMES	428 Port Jefferson, N.Y.	J.M. Bayles & Son	Lost 1887.
LILLIE F. SCHMIDT	577 Camden, N.J.	S.W. Tilton	Lost 1892/93.
LINAH C. KAMINSKI	443 Bath, Me.	Goss, Sawyer & Co.	Sunk 4 Dec. 1915
LIZZIE B. MORSE	351 Bath, Me.	Deering & Donnell	Lost 1886.
LIZZIE M. DUN	746 Bath, Me.	Goss, Sawyer & P.	Lost 1885/86.
LUCINDA G. POTTER	644 Bath, Me.	Goss & Sawyer	June 1891 rn. DAVID
LUCY	312 Berwick, La.	BAIRD. Sept. 1916 sold Portuguese; rn	ONDINA of Lisbon.
LUCY A. DAVIS	620 Falmouth, Me.	Hutchins & Stubbs	Lost 1897/98.
LUCY E. FRIEND	470 Newburyport, Mass.	George E. Currier	Foundered 14 Nov. 1910.
M. LUELLA WOOD	556 Rockland, Me.	A. F. Ames	Lost 1900.
M. V. B. CHASE	457 Bath, Me.	William Rogers	Foundered 4 Aug. 1915.
MAGGIE J. SMITH	700 Bath, Me.	Goss, Sawyer & P.	Lost 1887.
(Originally steam auxiliary; later 761-ton 3m. schooner)			
MARION HILL	231 E. Boston, Mass.	Smith & Townsend	Lost 1897.
MARK GRAY	308 N. Weymouth, Mass.	N.P. Keene	Lost 1902.
MARY A. HALL	381 Belfast, Me.	Brown & McDonald	Burned 29 May 1919.
MARY E. CLARKE	120 Pascagoula, Miss.		Lost 1885.
MARTINIQUE	197 Belfast, Me.	D.W. Dyer	Lost 1893/94.
MARY A. KILLEN	434 Thomaston, Me.	S.S. Gerry & Co.	Lost 1885/86.

1882, continued.

MARY F. GODFREY	446 Tuckahoe, N.J.	John B. Myrtetus	Lost 1903.
MAY WILLIAMS	543 Camden, N.J.	S. W. Tilton	Missing Dec. 1896.
MAYNARD SUMNER	307 Rockland, Me.	Cobb & Bodwell	Lost 1899.
(Steam auxiliary)			
MINNIE SMITH	391 Bath, Me.	Goss & Sawyer	Lost 1892/93.
MINNIE ANNA BONSALL	453 Milton, Del.	J. L. Black & Bro.	Lost 1897.
MINNIE & GUSSIE	227 Tottenville, N.Y.	J. S. Ellis	Lost 1890/91.
NAHUM CHAPIN	596 Rockland, Me.	Cobb, Wight & Co.	Wrecked 21 Jan. 1897.
NANTASKET	522 Waldoboro, Me.	Edwin O. Clark	Wrecked 25 Dec. 1909.
NATHAN LAWRENCE	770 Bath, Me.	Goss & Sawyer	Barge, 1905-1923.
NELSON E. NEWBURY	659 Millbridge, Me.	J. W. Sawyer	Foundered 17 Sep. 1906
NORA BAILEY	447 Bath, Me.	A. Sewall & Co.	Lost 1893/94.
OSCAR C. SCHMIDT	513 Mauricestown, N.J.	J. W. Vanneman	Lost 1902/03.
OTHELLO	349 East Boston, Mass.	D. D. Kelley & Son.	Lost 1896.
PENOBSCOT	356 Belfast, Me.	Carter Bros.	Wrecked 11 May 1908.
PHEBE J. WOODRUFF	499 E. Boothbay, Me.	Jacob G. Fuller	Lost 1893.
RAIPH SINNET	306 E. Deering, Me.	George Russell	Lost 1897.
REBECCA A. TAULANE	465 Mays Landing, N.J.	Samuel Gaskill	Lost 1903/04.
ROSA MUELLER	282 E. Deering, Me.	George Russell	Burned 29 July 1909.
S. A. RUDOLPH	207 Camden, N.J.	McDonnell Bros.	Lost 1894.
ST. JOHN'S	427 Belfast, Me.	Carter Bros.	Lost 1892.
SARAH D. FELL	581 Bath, Me.	William Rogers	Abandoned 10 Aug. 1911.
SEANDARD	347 Newcastle, Me.	E. Haggatt	Lost 1902.
STEPHEN G. LOUD	493 Waldoboro, Me.	William Fish	Barge 1914-1916;
	registered as Sm. sch.	1919 Spanish BLANCA ROSA of Vigo.	
SUSAN N. PICKERING	336 Belfast, Me.	J. Y. Cottrell	1920 Greek SMRYANI.
SUSIE P. OLIVER	272 Bucksport, Me.	Wm. Beazley & Co.	1918 SOMME of Havre.
THOMAS J. MAY	224 Milford, Del.	J. W. Abbott	March 1896 in NAN.
	M. DANTZLER.	Abandoned 8 Nov. 1906 off Coatzacoalcas, Mex.	
URANUS	302 E. Deering, Me.	George Russell	Missing Feb. 1899.
VARUNA	497 Camden, N.J.	S. W. Tilton	Lost 1895.
VIOLA REPPARD	407 Camden, Me.	Coombs & Day	Lost 1902/03.
WILLIAM HAYS	402 Camden, Me.	H. M. Bean	Lost 1892.
WILLIAM C. GRUENE	367 Bath, Me.	Deering & Donnell	Lost 1892.
WILLIAM F. COLLINS	303 Bath, Me.	Goss & Sawyer	Aug. 1902 in
	WINCHESTER.	15 Oct. 1913 foundered off C. Cod; 6 crew lost.	
WILLIAM F. GARRISON	265 Goshen, N.J.	Enos Harker	Lost 1883.
WILLIAM L. WALKER	592 E. Boston, Mass.	R. Crosbie	Foundered 29 Oct. 1907
WILLIAM S. McCABE	186 Milford, Del.	J. W. Abbott & Co.	Lost 1895.
WILLIE H. HIGGINS	593 Yarmouth, Me.	Giles Loring	Wrecked 31 Mar. 1898.
ZIMRI S. WALLINGFORD	230 Bath, Me.	Goss & Sawyer	Lost 1895.

(to be continued)

LOSSES OF THREE-MASTERS

We have depended chiefly on the losses recorded in "Merchant Vessels of the U.S." after 1906 for the information in the last column of these lists.

For earlier losses our main source has been the Official Number files of the Bureau of Navigation, now in the National Archives. Those record only give

the quarter in which a vessel's last document was turned into the Bureau; in many cases it appears that the loss was earlier. For this reason, an entry of, for example, "lost 30 March 1903" appears above as "lost 1902/03." More detail can be found in the Annual Reports of the U.S. Lifesaving Service, in most cases

FOUR-MASTED SHIPS

The United Kingdom launching lists that have appeared in past volumes of LOG CHIPS included a great many vessels listed as four-masted ships for which there is good reason to believe the rig designation was in error, and actually was that of four-masted bark. In fact, there is some evidence in support of a theory that until the 1890's Lloyd's surveyors reported as a "ship" any vessel fitted with a top on the after mast (rather than crosstrees) regardless of whether square yards were crossed. If true, this would help explain the large number of vessels that apparently were converted from four-mast ship rig to four-mast bark rig about 1890.

Mr. Winston Langdon of Hornersville, Mo., has therefore set himself the task of determining from photographs and other documentary evidence which of the vessels actually were built with yards on four masts. We are now privileged to present from his findings the following list of vessels known to have been rigged as four-masted full-rigged ships. "Photo" indicates vessels for which photos exist showing full four-masted rig.

1884	A. D. BORDES	
1864	H.M.S. ACHILLES (aux)	Photo
1883	BAY OF PANAMA	Photo
1884	BROWNRIGG	Photo
1884	CAWDOR	
1883	CLUNY CASTLE (rn ROWENA)	
1879	COUNTY OF ABERDEEN	
1876	COUNTY OF CAITHNESS	Photo
1878	COUNTY OF CROMARTY	
1878	COUNTY OF DUMFRIES	
1885	COUNTY OF EDINBURGH	Photo
1878	COUNTY OF HADDINGTON	Photo
1877	COUNTY OF INVERNESS	
1878	COUNTY OF KINROSS	Photo
1887	COUNTY OF LINLITHGOW	Photo
1875	COUNTY OF PEEBLES	Photo
1886	COUNTY OF ROXBURGH	Photo
1878	COUNTY OF SELKIRK	Photo
1883	CROFTON HALL	
1831	DRUMBURTON	Photo
1884	ELLISLAND	
1832	FALLS OF AFTON	Photo
1879	FALLS OF BRUAR	Photo
1878	FALLS OF CLYDE	Photo
1832	FALLS OF DEE	Photo
1884	FALLS OF EARN	Photo
1823	FALLS OF FOYERS	
1889	GLAUCUS	Photo
1885	GLENERICHT	
1892	GOODRICH	
1865	H. BISCHOFF (conv.1888)	Photo
1866	LANCING (conv.1888)	Photo
1892	LAURISTON	Photo

1888	LIVERPOOL	Photo
1801	L'INVENTION	Fainting
1884	PALGRAVE	Photo
1889	PETER RICKMERS	Photo
1886	PERSEVERANCE	
1877	ROMSDAN	Photo
1876	SHAKESPEARE	
1886	TARAPACA	Photo
1877	TRATAGAR	Photo
1884	ULRICA	Photo
1882	UNION	Photo
1832	VANDUARA	Photo
1878	WATERLOC	Photo
1884	WENDUR	Photo
1882	WEST LOTHIAN	Photo

Any LOG CHIPS reader with knowledge of the existence of photos not listed above, or of any vessel not named above, is invited to write us or Mr. Langdon.

The following vessels have been sometimes listed as four-masted ships, but so far positive evidence one way or the other is lacking:

1889	ALICE A LEIGH	(rn REWA)
1889	ANDELANA	
1887	ALTMORE	Lost 1889
1877	BENARES	
1881	BEN DOURAN	
1886	BIDSTON HILL	
1882	DUNDEE	
1883	EARL BEACONSFIELD	Lost 1884
1864	EARL OF BEACONSFIELD (conv.1877)	
1833	EARL OF SHAFTESBURY	
1891	EULOMENE	
1884	GENERAL ROBERTS	
1884	HOLT HILL	
1883	KNIGHT OF ST. MICHAEL	
1882	LIVERPOOL	Lost 1883
1888	MARION LIGHTBODY	
1884	MOEL TRYVAN	
1832	MUNCASTER CASTLE	
1858	NORTHAM	(conv.1877)
1853	PALMERSTON	(conv.1874)
1884	PEGASUS	
1886	PRIMROSE HILL	
1834	RELIANCE	
1885	RICHARD HAYWARD	Lost 1885

Again, anyone with definite evidence on any of the above is urged to communicate with LOG CHIPS, 7801 Gateway Blvd., Washington 28, D.C., or Mr. Winston Langdon, Hornersville, Missouri.

Mr. Langdon has sent us a list of 67 British-built vessels that have been recorded in LOG CHIPS or elsewhere as four-masted full-riggers, but which the evidence definitely proves actually to have been four-masted barks. We hope to run this listing in an early issue of LOG CHIPS, along with any amendments to the above two lists.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W. THOBER (continued from p.60)

1882

ABNER COBURN	S	1973	Bath Me	William Rogers	Bath Me
ADDIE MORRILL	Bkn	655	Rockport Me	Carleton, Norwood & Co.	Camden Me
BERLIN	S	1634	Phippsburg Me	C. V. Minott	Bath Me
C. C. JUNK	Bkn	540	Marshfield Ore	H. R. Reed	San Francisco
CHARLES M. MOODY	S	2004	Bath Me	Goss & Sawyer	Bath Me
CYRUS WAINFIELD	S	2119	Thomaston Me	Samuel Watts	Thomaston Me
DAISY REED	Bkn	468	Harrington Me	A. Sproul	Machias Me
EDWARD O'BRIEN	S	2273	Thomaston Me	Edward O'Brien	Thomaston Me
ELIZABETH	S	1836	Newcastle Me	E. Haggett & Co.	Searsport Me
FRED E. RICHARDS	Bkn	670	Rockport Me	Carleton, Norwood & Co.	Camden Me
HENRY TAILING	S	1976	Bath Me	Goss & Sawyer	Portland Ore
HENRY VILLARD	S	1533	Bath Me	Arthur Sewall & Co.	New York
HESPER	B	695	Frt Blakely Wash	Hall Bros.	San Francisco
I. F. CHAPMAN	S	2146	Bath Me	Hitchcock & Blair	New York
J. B. RABBIT	Bkn	451	Columbia Falls Me	John H. Crandon	New York
J. M. GRIFFITH	Bkn	606	Seabeck Wash	Hiram Doncaster	Port Townsend Wash
JESSIE MACNEGOR	Bkn	609	E. Deering Me	George W. Russell	Portland Me
JOHN CURRIER	S	1945	Newburyport Mass	John Currier Jr.	Boston
JOHN McDONALD	S	2281	Bath Me	John McDonald	New York
JOHN SMITH	Bkn	588	Port Blakely Wash	Hall Bros	San Francisco
JOHN D. BREWER	B	962	E. Boston Mass	Smith & Townsend	Boston
LOUISE ADELAIDE	Bkn	672	Yarmouth Me	Giles Loring	Portland Me
MAKIAH	Bkn	699	Frt Blakely Wash	Hall Bros	San Francisco
NELLIE E. RIMBALL	Bkn	443	Harrington Me	Alonzo Nash	Machias Me
NEWSBOY	B	589	San Francisco	Dickie Bros.	San Francisco
RICHARD P. BUCK	S	1567	Bath Me	William Rogers	New York
ST. FRANCES	S	1898	Bath Me	John McDonald	New York
SKOBELEFF	Bkn	621	E. Deering Me	George W. Russell	Portland Me
TROFIC BIRD	Bkn	348	North Bend Ore	John Kruse	San Francisco
W. F. BABCOCK	S	2130	Bath Me	A. Sewall & Co.	Bath Me
WILLIAM H. STARBUCK	S	1339	Bath Me	Goss, Sawyer & Packard	New York
WOLVERTON	Bkn	653	Yarmouth Me	Hutchins & Stubbs	Portland Me

(The ship JOHN McDONALD was documented as built in 1883, but was probably completed in 1882. Beside the above sailing vessels, Dickie Brothers at San Francisco built the steam whaling barks BOWHEAD, 533 tons, and ORCA, 628 tons; while Goss, Sawyer & Packard at Bath built the steam whaling bark MARY & HELEN, 508 tons, and the steam barks GEORGE S. HOMER, 1174 tons, and MENDOZA, 840 tons.)

1883

AMY	B	700	Bath Me	Goss & Sawyer	New York
ARLINGTON	Bkn	503	Bucksport Me	W. H. Genn	Boston
BENJ. W. PACKARD	S	2130	Bath Me	Goss, Sawyer & Packard	Bath Me
CITY OF PAPENETE	Bkn	390	Fairhaven Calif	H. D. Bendixsen	San Francisco
E. F. SANKER	S	1994	Bath Me	Goss & Sawyer	Bath Me
E. O. CLARK	Bkn	690	Waldoboro Me	E. O. Clark	New York
EMMA	Bkn	472	Harrington Me	Alonzo P. Nash	Machias Me
GOVERNOR ROBIE	S	1713	Bath Me	William Rogers	Bath Me
JOE READ	Bkn	492	Harrington Me	D. Downing	Machias Me
JOHN R. KELLEY	S	2364	Bath Me	Goss & Sawyer	Bath Me
KENNEBEC	S	2127	Bath Me	William Rogers	Bath Me
MARY L. CUSHING	S	1656	Newburyport Mass	George E. Currier	Newburyport
NELLIE SMITH	Bkn	597	Millbridge Me	J. W. Sawyer	New York
ONATAY	B	932	Yarmouth Me	Giles Loring	Portland Me
PAYSON TUCKER	Bkn	695	Portland Me	J. & D. Brewer	Portland Me
R. D. POICE	S	2347	Thomaston Me	Samuel Watts	Thomaston Me
RACHEL EMERY	Bkn	674	Waldoboro Me	H. Kennedy & Co.	Boston

1883, continued.

RAINIER	S	1976	Bath Me	Arthur Sewall & Co.	Bath Me
S. P. HITCHCOCK	S	2292	Bath Me	Hitchcock & Blair	New York
ST. CHARLES	S	1749	Phippsburg Me	C. V. Minott	Bath Me
ST. JAMES	B	1566	Bath Me	John McDonald	New York
SAM SKOLFIELD 2ND	S	1593	Brunswick Me	Skolfield Bros.	Brunswick Me
SERVIA	S	1867	Bath Me	Houghton Bros.	Bath Me
SKACIT	Bkn	507	Port Ludlow Wash	Hiram Doncaster	Prt Townsend Wash
T. F. OAKES	I-S	1997	Philadelphia Pa	American S.B.Co.	New York
TILLIE H. STARBUCK	I-S	2033	Chester Pa	John Roach & Sons	New York
WALTER S. MASSEY	Bkn	577	Camden N J	Burton & Vanneman	Philadelphia
WILLIAM H. MARY	S	2202	Rockport Me	Carleton, Norwood & Co.	Camden Me
WILLIAM H. SMITH	S	2004	Bath Me	Goss, Sawyer & Packard	New York

(The year 1883 saw the building of two iron full-riggers, which, with the CLARENCE S. BEMENT of 1884, were the only vessels of their type ever built outside of Great Britain and Europe. Dickie Brothers at San Francisco built the steam whaling barks BALAFNA, 523 tons, and NARWHAL, 524 tons. At Bath, Goss, Sawyer & Packard built the steam whaling bark THRASHER, 671 tons. Nearby was built the auxiliary JESSE H. FRIEDMAN, 516 tons, by Goss & Sawyer; she became a steam whaling bark in 1888, though her original rig may have been schooner.)

1884

A. G. ROPES	S	2461	Bath Me	Hitchcock & Blair	New York
ADAM W. SPIES	B	1233	Newburyport Mass	Atkinson & Filimore	New York
ALLANWILDE	Bkn	639	Bucksport Me	William Beazley	New York
ARTHUR C. WADE	Bkn	700	Bath Me	William Rogers	Portland Me
CLARENCE S. BEMENT	I-S	1999	Philadelphia Pa	American S.B.Co.	Philadelphia
COMMODORE T. H. ALLEN	S	2390	Richmond Me	T. J. Southard & Sons	Richmond Me
GEORGE CURTIS	S	1838	Waldoboro Me	A. R. Read	Boston Mass
GLAD TIDINGS	Bkn	654	Belfast Me	George W. Cottrell	Baltimore
HENRY B. HYDE	S	2583	Bath Me	John McDonald	New York
JOHN ROSENFELD	S	2374	Bath Me	Arthur Sewall & Co.	Bath Me
JULIA ROLLINS	B	617	Baltimore Md	W. Skinner & Sons	Baltimore
KATE	Bkn	590	Harrington Me	Alonzo P. Nash	Harrington Me
ROBERT L. BELKNAP	S	2370	Rockport Me	Carleton, Norwood & Co.	Camden Me
VIDETTE	Bkn	569	Millbridge Me	J. W. Sawyer	Millbridge Me

(The barkentine GLAD TIDINGS was not documented until May 1884, although listed as built in 1883. The only square-rigger built in 1884 by the New England Shipbuilding Co. (the former Goss & Sawyer and Goss, Sawyer & Packard yards) was the auxiliary barkentine MORNING STAR, 471 tons, a missionary packet.)

1885

CODORUS	B	675	Baltimore Md	J. S. Beacham & Bro.	Baltimore
FRANCIS	S	2077	Bath Me	New England S.B.Co.	New Bedford Mass
FREDERICK BILLINGS 4E	S	2629	Rockport Me	Carleton, Norwood & Co.	Rockport Me
GEORGE R. SKOLFIELD	S	1731	Brunswick Me	G. R. Skolfield	Brunswick Me
HOTSPUR	S	1274	Bath Me	New England S.B.Co.	New Bedford Mass
ISAAC DODGE	Bkn	542	Newcastle Me	Gay & Haggett	Damariscotta Me
LIZZIE CARTER	Bkn	790	Bath Me	New England S.B.Co.	Bath Me
VENTURA	Bkn	598	Millbridge Me	J. W. Sawyer & Sons	Millbridge Me
W. B. FLINT	B	835	Bath Me	John McDonald	New York
WILLIE ROSENFELD	S	2455	Bath Me	Arthur Sewall & Co.	Bath Me

ERRATUM— The barkentine JOSEPH BAKER, 1873 was 410 tons. built in 1873, 399 tons, was listed on page 132 as a bark. Make appropriate corrections to the statistical tables on pages 12 and 60. The smallest bark of